

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN23FA183

RECORD OF CONVERSATIONS

Pilot's Family Members

May 16-17, 2023

Interviewee(s): LaQuita Lindsey, Stanley Lindsey, and Raylene Holley
Date/Time: May 16-17, 2023 and May 24, 2023
Location: Accident Site (May 16), Hotel (May 17), and Phone Call (May 24)
Investigator(s): Andrew Todd Fox, NTSB Air Safety Investigator
Brian Rutt, NTSB Air Safety Investigator

NTSB Investigators Fox and Rutt had several conversations with multiple members of the pilot's family during the on-scene investigation (May 16), at a hotel (May 17), and a follow-up phone call with Ms. LaQuita Lindsey (May 24). The following information was discussed either during these in-person conversations or the follow-up phone call and is also supported by written statements provided by the family members:

According to one of the pilot's daughters, Ms. LaQuita Lindsey, the pilot regularly attended a Sunday morning church service at 1100 in Brady, Texas, but on the morning of the crash he was not seen at the church service. After several unsuccessful attempts to reach the pilot via phone on the afternoon of May 14th and the morning of May 15th, her sister, Mrs. Raylene Holley, asked a neighbor to check on the pilot at his residence near Brady, Texas, where the helicopter wreckage and pilot were found near the house. When located at the crash site, the pilot was reportedly wearing his church clothes and dress boots.

Ms. LaQuita Lindsey stated that the pilot purchased the helicopter in March 2016 as an investment and she could not recall the last time he flew the helicopter. She stated that the pilot would occasionally bring the helicopter out of the shed to perform an engine run and, on multiple occasions, he forgot to engage the collective friction which resulted in unintended movement of the helicopter on the ground while the engine was running. The pilot had served in the US Army but in a non-pilot role.

According to Ms. LaQuita Lindsey and her brother, Mr. Stanley Lindsey, the pilot kept the helicopter's battery connected to a charger while the helicopter was stored in the shed and during the engine runs on the concrete pad. Additionally, to move the helicopter while on the ground, the pilot would connect an electric winch cable to a short chain loop on the helicopter's landing skid aft cross tube. The electric winch motor was located at the rear of the shed where the helicopter was normally stored. However, if he intended to fly, the pilot would remove the short chain loop before the flight.

Ms. LaQuita Lindsey stated that the pilot had been diagnosed with Parkinson's Disease which affected his right side with associated tremors.